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## Avion 1987-09-23

Embry-Riddle Aeronautical University

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Eagles start on the road to victory  
See Sports, page 8

## This Week

■ First part of two; a Naval exposé

page 3

■ Slightly Off-Campus returns to the Avion

page 4



An Award-Winning College Newspaper

Volume 57, Issue 2

Embry-Riddle Aeronautical University, Daytona Beach, Florida

September 23, 1987

## Critical Stoplight Project Delayed

By Ray Natic  
Avion Staff Reporter

"Every time I go across it's a hazard," says student Kristie Hauswirth. "Cars come close enough to me to get my heart pumping!"

Hauswirth is one of many students who must dodge the 40 MPH traffic on Clyde Morris Boulevard to attend class at the Airway Science Simulation Laboratory (ASSL). The students who must cross describe frightening experiences ranging from almost being hit by an oncoming truck to having cars skidding to an immediate halt in front of them to avoid a potential casualty. Currently, thirty-three classes are held at the ASSL.

Though no such casualties have yet been reported, students and faculty members alike say it is inevitable. "It's going to happen," said instructor Frank Wencel. The university recognized that a hazardous situation would indeed exist at the Clyde Morris/Catalina intersection before classes were scheduled at the ASSL. "Well over a year ago, we approached the county and said this is a problem for us, we need a traffic light," commented Robert Rockett, Dean of Student Affairs. However, the traffic light that was supposed to be up by this month did not materialize because of the increased complexity the project has undertaken. The university administration, led by Dan Kelly, Dean of Students, took action when they heard about the delay in August.

To address the immediate problem, Kelly suggested to the county creating a crosswalk and erecting crossing signs. "As soon as we thought about the potential danger, we started to take some action," he stated.

Bruce Wencel, state traffic engineer for the Department of Transportation in Daytona, told the Avion that a crosswalk will be painted on the pavement and

crossing signs erected this week. However, plans for turn lanes, a traffic light, and the widening of Clyde Morris Boulevard will not commence until March or April 1988 with an estimated completion date of December 1988. Wencel estimates the cost of the project to be approximately \$85,000 to be paid by the county and state.

Instructors at the ASSL seem to be sympathetic to the problem. They have been lenient on student tardiness and, occasionally, students are dismissed early to ensure adequate time for them to get to their next class. According to William Gruber, Department Chairman for Aeronautical Science, he has received only a handful of complaints from people because of the time element involved; that is, having only ten minutes to get to or from the ASSL. Additionally, he said only two students have dropped classes because of this inconvenience.

Instructor Wencel has said that as soon as the topic on the hazard is addressed, the students respond. "It's not a good situation at all," he admits. "It's like playing Russian Roulette when they (the students) cross."

Pedestrians, however, are not the only ones expressing concern. Car drivers have also become victims of the situation. A small curve in the road south of the parking lot exit sometimes makes it difficult to see the rapidly approaching autos and bicyclists going northbound. Additionally, a drainage dip on the side of the street has caused damage to cars as their owners dart out of the driveway in order to avoid being hit and to go with the flow of traffic.

"It's a somewhat scary situation," expressed Kelly. "Students should take that extra minute to cross the street and not do battle with the cars. The chances of winning are almost nil!"

"What if it's going to take it for someone to be killed."



Jeff Guzzetti, former Avion staff member, ex: Aeronautical Engineering Graduate, enjoyed flight

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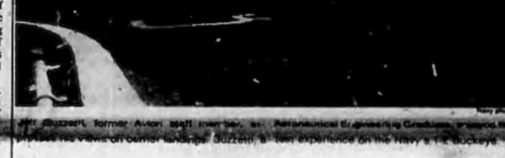
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## Armed forces' flight teams inspire many

American Forces Information Service

The gate opens huge before the performance. A large crowd is already gathered, each person vying for the best spot from which to watch the Blue Angels in their new F/A-18 Hornets.

Across the country, thousands of heads tilt skyward as the Thunderbirds push their F-16 Fighting Falcons through an impressive display of acrobatic maneuvers.

In still another location, a crowd eddies and swirls as the Golden Knights free-fall through the sky at speeds reaching 200 miles per hour before deploying their parachutes.

Each year, military aerial demonstration teams wear hundreds of thousands of spectators throughout the United States and abroad.

The Navy's Blue Angels and the Air Force Thunderbirds present aerial maneuvers that demonstrate the capabilities of the military's most advanced jet fighters and the skills of the people who fly and maintain them. With bullet-like precision, they give high-speed performance of loops, rolls and formation flying.

The Army Parachute Team, better known as the Golden Knights, presents an unparalleled demonstration of free-fall parachuting. Starting their show almost 2 1/2 miles above the show site, they free-fall thousands of feet, performing a variety of aerial man-

euvers before deploying their chutes. They land with pinpoint accuracy on a large "X" at center stage.

Millions of people around the world have marveled at the artistry

usually low altitudes, demonstrate the vital ingredients of a strong team: practice, team-work, coordination, alertness, top physical condition—and more practice.

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So why is it that most pilots and pararescuers would give their eyes to be a member of the Blue Angels, Thunderbirds or Golden Knights?

For Capt. Marcus Bonds, operations officer for the Golden Knights, the thrill comes when he's still in the air and hears the crowd's exclamations below.

But the greatest reward, he said, comes at the end of a show, when the team members repeat their chutes in the middle of the crowd. "You're cheering up and saying, 'They're just like you!'" agreed Hecking.

Retired World War II soldiers come up and tell you stories about their days on active duty," he said.

"And how much more reward could you ask for than to see a big smile on the face of a little kid who tells you he wants to grow up and be just like you?" agreed Hecking.

Team members are well aware that they are more than just entertainers. They're military ambassadors with a strong sense of mission: to represent the capabilities of the U.S. military abroad, to create good will in the civilian community and to promote pride and esprit de corps among military people.

This requires a special type of team member: an aviator in psychic skills as technical ones. Before performances, the teams visit hospitals and youth organizations, speak to civic clubs and attend school functions. To promote upcoming performances, they accept media interviews and sometimes even provide orientation flights for media representatives.

After shows, they meet with the audience, shaking hands, signing autographs and storing stories.

"We try to help educate the American public about what its defense dollars are going into, the quality of its military and the sophistication of the services it takes in," Knight said.

"And wherever we go, we try to represent the skills of our people."

## ASSL toured by Senator Chiles

ENAU Press Release

Daytona Beach — Progress reports on the newly-established Airway Science Simulation Laboratory were provided recently to Florida elected officials, educators and community leaders by faculty and staff members of Embry-Riddle Aeronautical University.

The visiting group, headed by U.S. Senator La-Don Chiles, viewed some of the equipment that will be used to train students in the "full mission" laboratory which simulates the various elements of the National Airspace System, including Air Traffic Control, pilot simulators, traffic flow control, weather information, airports, airways, pilot and aircraft performance.

Senator Chiles, who earlier in the day received and Honorary Doctorate Degree from Embry-Riddle graduation ceremony,

also received a briefing, along with the other visitors, on the status of the Daytona Beach Applied Research Consortium and a mini-research park concept which was initiated by the Florida State Legislature with the support of Representatives Samuel P. Bell and T.K. Weibrecht.

The Consortium is comprised of the four local four-year institutions — the University of Central Florida, Embry-Riddle Aeronautical University, Bethune-Cookman College and Stetson University — which will focus on research and education-oriented high-technology disciplines. This, in turn, will attract public and industry management study of the 21 acres where the laboratory is situated, was described by the visitors.

Dr. L.W. Absher, Embry-Riddle Vice President, is Executive Director of the Consortium. Dr. Frank Joyce, University of Central Florida, is Secretary.

## New radar researched

By Tom Joyce  
Armed Forces Info Services

Each year, twisters and other severe forms of weather kill and injure thousands of people and cause millions of dollars in property damage. In addition to protecting people and property from these acts of nature, research in recent years has been directed at more accurately forecasting destructive weather patterns.

The Department of Defense has been working closely with the Departments of Commerce and Transportation to field a completely new weather radar system to detect destructive weather events early in their formation. Called the "Next Generation Radar," or NEXRAD, it will enable forecasters to more accurately predict potential hazardous weather conditions over the con-

Federal Aviation Administration and the National Weather Service are becoming outdated and don't provide forecasters enough information.

"Current radar systems don't detect tornadoes or other hazardous weather events," said Air Force Maj. Gen. D. W. Wainman, acquisition manager for weather systems development at the Pentagon. "The NEXRAD system will allow us to better detect and assess a storm's severity, improve our warning accuracy and increase our warning lead time."

Tests conducted in Oklahoma, using Doppler technology, showed that the lead time for identifying tornadoes before touchdown increased, on the average, from no time at all to 20 minutes," Wainman said.

This improved prediction capability is of great importance to the public.

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Trivial: During the last Apollo mission (17), to the moon, geologist Jack Schmitt kicked the soil he had walked and discovered a small rock that was a fossil of a plant.

# Armed forces' flight teams inspire many

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Action photo by Paul Novotny

of the pilots and paratroopers who make up the Defense Department's aerial demonstration teams. Their maneuvers, many performed in extremely close formation and at un-

Senior Master Sgt. Bill Knight of the Thunderbirds ran down the schedule that keeps the team in top form: 12- to 13-hour days, often seven days a week, and as many as 230 days a year on the road. It's demanding, he admitted, and can be particularly difficult for married team members.

Yet, skilled as these teams may be, Lt. Cmdr. Doug Hocking of the Blue Angels pointed out that they represent the caliber of aviators in the U.S. armed forces.

"I've always been enthralled with what the Blue Angels could do with an airplane," he said. "But my experience with the (Blue Angels) pilots and the squadron has given me a brand new appreciation of fleet aviators as a whole."

"The Blue Angels might do their maneuvers a little slower, a little lower or a little slower than most naval aviators, but they're doing

the same maneuvers every naval aviator learns," he said.

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But the greatest reward, he said, comes at the end of a show, when the team members repack their chutes in the middle of the crowd. "People come up and congratulate you. They treat you like a celebrity. Retired World War II soldiers come up and tell you stories about their days on active duty," he said.

"And how much more reward could you ask for than to see a big smile on the face of a little kid who tells you he wants to grow up and be just like you?" agreed Hocking.

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"And wherever we go, we try to represent the ideals of military service," Bonds added. "We try to make people feel good about the military and good about wearing the uniform."

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This improved prediction capability is of great importance to the military services, which have expensive combat assets to protect during se-

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Trivia: During the last Apollo mission (17), to the moon, geologist Jack Schmitt kicked the soil as he walked, and discovered "It's orange. Orange soil." This is attributed to glass beads formed on the moon.

## Editorial

## Private Ticket Won't Fly at ERAU.

All of us have come to ERAU for an aviation education of one kind or another, and many will specifically include flight training. If you want a career as a pilot, whether it be commercial, corporate, or military, ERAU is regarded as the best way to start it off. That's what the industry supports, the school says, and the students tell each other.

But what if you were involved in aviation before you attended ERAU and already had flight experience? Then where do you begin? Unbelievably you must start right back at the very beginning!

How's this, you say? But I've got my private and lots of hours! Sorry. It's FA 104 for you. Then surely it'll just be a quick check ride and on to FA 205. Nope. Back through the mill.

Paul McDuffee, Chief Flight Instructor, tells us that if we already have our commercial rating, we will be reviewed for advanced standing, but if not, it's back to FA 104. You must take 104, 105, and 205, and pass all phase checks, regardless of how many hours you have. The only concession is that you needn't perform any cross-country flights. There are no minimum hour requirements for each course, but so far no one has gotten away easy.

Why is ERAU so hard on these people, forcing more hours and dollars out of them? Are they in fact not licensed by the FAA like all other pilots, including ERAU's?

Embry-Riddle is not just another flight school, it is THE flight school, "the Harvard of the skies", leading the way in aviation excellence! So you see, since the flight program here is the finest to be had, we can't have Boondock Barney's with fresh tickets just step in alongside the others.

The truth of the matter is, that outside flight training isn't always so bad. There are plenty of Part 141 schools with capable programs and equipment.

In fact, there are many ERAU graduates flight instructing at these schools (even across the strip at Eagle). We have some students who were taught to fly at Part 141 schools by ERAU grads using Riddle procedures, obtained their Private Pilots License, and they still had to start with FA 104.

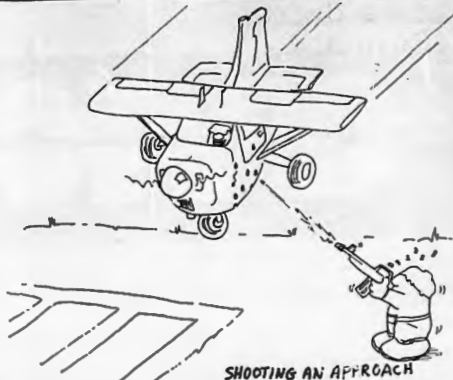
New students with prior experience shouldn't be subjected to such redundant and expensive requirements. The Flight Department should look into replacing their current policy with something more fair; a course consisting of about three flights, specifically designed to review one's proficiency, and verse the student in Riddle's procedures. This would be more economical for the student and free up many aircraft for those looking to advance their pilot skills.

This, certainly, could not hinder any of the already existing flight courses; a different course would essentially mean less back-log in the preliminary courses. Additionally, pilots with such advanced training would not have the, somewhat, degrading, costing, and needless over-preparation for Riddle flight.

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From a school which claims aviation excellence, a careless policy to simply gain profits is an inappropriate, reckless and inexpedient one. A policy with greater care and concern for student situations is one more expected from a university with the professionalism and integrity such as ours.



## Letters to the Editor

## Charge It!

To the Editor:

It's funny. There was a time when Piggy banks, savings institutions and savings bonds were ways to save money, to build up funds in order to purchase those big ticket items you needed and desired.

Unfortunately though, small plastic cards with holographic imprints of doves, impressive gold cards (everyone who is anyone needs one), or just any small plastic credit card has replaced this savings plan. Now we can just buy those big cost items by signing our names... and paying 18-22 percent interest per month to pay for these products or services.

It's so easy to do spontaneous purchasing, no thought to the cost. Just CHARGE IT!

All these thoughts came to mind when the Student Government Association's sponsored Citicorp's MasterCard and Visa Card registration representative, was once again on campus this last week. I see students, many of whom scrape by with just enough to pay for rent and books, now have instant credit for

these important things... that stereo or boom-box, those accessories for the car (stereo radio, seat covers, chrome wheel hubcaps). Use the credit on \$100 worth of clothes, \$300 worth of entertainment. No problem, just charge it.

There has been little to nothing said either by the SGA or the school, in conjunction to signing up for credit cards, regarding responsible money management. The sad result is that many a student becomes indebted quickly, and incidentally, the bills add up and interest charges do not get any lower.

It becomes even more frightening when this plan for payment is coupled with the myriad of other credit cards that flood your mail, upon graduation, and that are so easy to sign up for at every department store in the country.

Money, recognizable green paper, and coins are real, have substance and when handled properly can also pay for those things you need, without overspending your credit line.

If you don't have the money to buy something, do all in your power not to buy it. Leave home without it!

by Jean Snyder

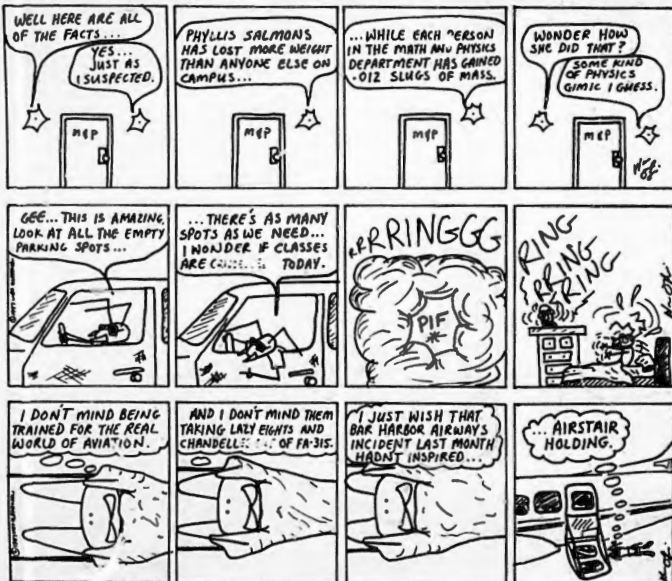


Avion photo by Richard Clarke

Say goodbye to summer...the Autumnal Equinox signals the end of summer, and the start of cool nights and short days.

Klyde Morris

Wes Oleszewski



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This week's staff: Wes Oleszewski, Ray Nalec, Jeff Guzzetti, Patrick W. McCarthy, Renee Blanks, Tom Jullian, Michael Reiche, Rick Ovasu, Ed Pulop, David Pavia.

The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Opinions expressed elsewhere are those of the writer, who is identified.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not libelous, obscene, or abusive. Letter writers shall continue themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Paul Novacek, Brian Mosdell, Tom Jullian, Chris Legvold, Rob Watt, and Teresa Anderson, Richard Clarke.

The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advertisers, and the Associated College Press.

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and biweekly throughout the summer.

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# ED's Corner Beverage & Deli

Not the real thing, but an incredible simulation

Howdy all my Riddle-Rats. Since this is my first article, I guess I better introduce myself. My name's Ed Fulop. My room-mates call me "Thugs" (meaning, about being excessively violent, I guess) but my girlfriend calls me "Eddie"; call me anything, anything, right about now you are probably saying to yourself, "Self, what's this knob writing about? Get to the point, bosshead!" How'd I know? Well... I just did. The beauty of people here at the Avion gave me my own column to find out what's raring everyone's shorts in campus. If you see, hear, or smell anything on these rolling hills and groves of the Embury-Riddle Aeronautical Country Club that you don't understand, just think it plain stupid, drop me a line and I'll give you either a pretty good reason for it, or a damn good one. My address is: Ed The Answer Man Fulop, ERAU Avion, Daytona Beach, FL 32014.

By Larry Smith

## Open Forum

### Why Riddle eagle won't fly

By Larry Smith

As a messenger of information, the logo plays an important role. It must, either subliminally or consciously, convey the attitude and personality of the product or service it represents. Only then is the valuable association between name and image forged which distinguishes the product or service of one business from that of another. Education is a business too, and the same rule applies. The logo currently used at Embury-Riddle Aeronautical University, is failing in its role, and reveals

## Won't fly

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Further complicating this matter is the unwarranted fear of change. It's not as though the ERAU logo is a time honored symbol of our heritage. In fact, our logo has changed many times since the early days, unlike those of Harvard, Princeton, or Yale. Their logos ARE time honored and have remained the same over the years. The important visual familiarity of their symbols is part of their status which took a long time to achieve. Status is weakened by change, so their time honored logos stay the same. Somebody once called Embury-Riddle "Harvard of the Skies" and suddenly we started comparing ourselves to "Classic" universities. What a mistake. In doing so, we lose the important attitude and personality of our aviation oriented curriculum, a quality which makes us unique in the education business. It is this uniqueness which should be reflected in our graphic identity.

Our newest logo is supposed to represent "A bold step forward in the future"; but it's really the same old eagle telling the same boring story. This is how we want the world to see us? I think not. What we need is a logo that tells the exciting story of Em.-y-Riddle, a university as progressive and dynamic as the world of aviation itself; not some stuffy ivy league institution, not just a technical school, and not just an aeronautical university, but THE Aeronautical University! We can say all these things with the current logo, but not until we accept the fact that we have the wrong logo. I believe it's time to solve the identity problem by designing a new logo, really new. A logo that makes a proud statement about what goes on here, who we are, and where we're going. A bold new eagle to carry us swiftly into the future.

# Fashion Changing Trends

Preppie is out, comfortable is in.

By Mike O'Keefe College Press Service

Campus fashions are changing radically this fall, but no one is sure if it means students are becoming as radical as their clothes.

"I don't know if it's a political statement," said Valerie Carter of Minneapolis' Haute Stuff boutique, a shop popular among University of Minnesota students. "But it is a statement."

"It's the return of the '60s," asserted Larry Schatzman of the Unique Clothing Warehouse, a Greenwich Village store frequented by New York University students.

Whatever it is, America's college students are melting out their wardrobes this fall: tie-dye, jeans and mini skirts are in, and the preppy, preppy look is out, various fashion observers agree.

"Even sorority girls aren't wearing very preppy clothes this fall," Carter reported.

Students are dressing the way they're living, Carter said. "They're not sitting at home and planning their outfit for an hour."

When I was a freshman I really didn't fit in, recalled Tim Lum, a Boston College senior. The campus was really into the preppy stuff, and I really felt out of place. I feel a lot more comfortable now. I could never wear those preppy things."

At NYU, students are going crazy over acid-washed (pre-faded) jeans. And tie-dye has come back in a very big way. Leather jackets and pants are also popular, especially if they have a distressed look.

Another old style is returning. "Mini skirts are very big right now," explained Nancy Cooley of the Ritz, just off the University of Colorado campus. "Short skirts are hot."

Also big among college students are silk skirts and shirts. "It's pleated par and a stinky dress," "Women," Carter added, "are wearing big hoop earrings, thick belts and chunky jewelry. Anyone who hung onto that stuff now has a real treasure."

Owners of stores on or near campuses say things like Army surplus pants, Guatemalan wrist bands, oversized sweaters and jackets are selling quickly, while rich, traditional colors like plum and forest green are in.

Out are iron-neck T-shirts, "scarfing '80s students are interested in '60s fashion, they may not be interested in 'serious' issues."

His store stocks dozens of goofy toys ranging from water pistols to plastic dinosaurs to poodle hats. "We sell an awful lot of y-y-y-y," Schatzman said. "It's fun. It's an '80s mentality."

The mentality also apparently includes an eye for a bargain, or, at the University of Colorado student government leader Perry Dino calls it, "value shopping."

Dino forecasts trendy "vintage clothing" shops for Salvation Army outlets, Goodwill stores and Disabled American Veterans shops. "I'm taking' values here," Dino cracked.

"People who spend huge sums on designer names think they're looking real sweet, but it's really sad. If you buy a Polo shirt for \$30, that's a huge sum spent on symbolism. Now, if you spend that much, you better have five or six items to show for it."

Dino wears his second-hand threads everywhere. "When I showed up at the last regents' meeting," he said, "the kid was looking' preppy."

Dino believes the change in fashion reflects a change in student attitudes. Like their '60s counterparts, late '80s students are interested in political and social activism.

"I think a lot of people are ready to sign the Post-Horn statement again," Dino said, referring to the manifesto for a new era for a Democratic Society, one of the most important sixties leftist groups.

He reasoned there are similarities between the Vietnam War and the Reagan administration's Central American policies, and that students are more interested in environmental movements, civil rights and other issues.

But musical tastes also influence fashion trends, as at July Fleisher, the manager of Ona's, a used clothing store near the Yale campus in New Haven, Conn.

A 12 lead singer Bruno's leather fringe jacket spurred sales of similar jackets, while the Grateful Dead's latest tour inspired interest in tie-dye, flannel shirts and other hippie regalia.

But Boston College's Lum figures the real change is just getting started. "It will pass in the near future."

"It's a reaction against the preppy thing. Right now it's trendy not to be concerned with clothes. At BC, ripped jeans are really big. People are even ripping their jeans on purpose. There are a lot of kids who two years ago were wearing the plaid shirts."

# Navy Fliers Need That Special Touch

Landing a jet trainer on that postage stamp in the sea isn't easy.

By Jeff Guzzelli Special to the Avion

You're on the downward leg now, and your heartbeat rises steadily. It's time to make your descent call. "Navy, Riddle, in approach. Clear, down, flap, full, fuel two point five, 10 seconds."

You roll your T-2 Buckeye jet into a five-g turn to line up for the approach, scanning your instruments just one last time before focusing your attention outside the cockpit at a small grey blob floating in a sea of blue. This is the day you'll make

good enough to land on his deck. "You're high... look it down," he advises. "Your right for line up... ask some power."

You're at about 200 feet above the water now, dropping out of the sky at nearly ten feet per second. Your left hand steers the throttle back and forth to control your rate of descent, while your right hand adjusts the stick between your legs to control your airspeed. It's like an intense video game that requires phenomenal hand-eye coordination, except it's not a game at all.

You're an eighth of a mile and then, all of a sudden your main second gear impacts with the deck of the ship at 100 knots of forward airspeed. WHAM!! You slide toward the edge of the boat... Intoxicated you shove the throttle to full power in case your tail hook fails to catch one of the four cables stretched across the deck. But a split second later your body lurches forward into the seat straps as a reaction to the massive deceleration. The tail hook caught.

"My God... I've done it!" you think to yourself. A rush of

adrenaline pulses throughout your body as you pull the blazing throttles back to idle. You realize that you've made your very first carrier landing.

Carrier landings. The very phrase evokes a sense of awe among civilian pilots and aviation enthusiasts. How are landings made that precise? How difficult are they? What kind of training do these fledgling pilots endure before they give up their carrier virginity?

The Avion recently sought answers to these questions at Meridian Naval Air Station, home of training squadron VT-9. Located among the woodlands of Meridian, Mississippi, Meridian NAS is one of three airbases that provide training to those fortunate enough to be chosen to fly Navy jets.

Whatever the case may be, Meridian, along with Kingsville and Beaufort in Texas, are the birthplaces of many jet aviators.

One must endure an intense weed-out process in order to be allowed to even begin jet training. There are several ways to get here. You could be accepted to Annapolis and choose jets, or graduate from a Navy ROTC unit, or join the Marine Corps Pilot (Phantom, Corsair, Crusader) program.

Once accepted to Annapolis and chosen jets, or graduate from a Navy ROTC unit, or join the Marine Corps Pilot (Phantom, Corsair, Crusader) program, you would be met by the stringent physical requirements needed to be an aviation officer candidate, you would be assigned to Ensign (or 2nd lieutenant if in the PLC program) upon receipt of your bachelor's degree.

Like any military jet training base, Meridian NAS is strategically located in a sparsely populated, unattractive region of the country. Maybe it's because student pilots won't become distracted by the fast-paced lifestyle of a big city (the hottest spot in Meridian is the Holiday Inn lounge). Or maybe the military wants to leave plenty of room

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## Meridian NAS

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## USS Lexington...


The student pilot's ultimate challenge; facing short runways and light seas.



Steve Glick

Continued in next week's Avion.





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BIRTH DATE

OCCUPATION

STUDENT ☐ HIGH SCHOOL ☐ COLLEGE

PRIOR MILITARY SERVICE ☐ YES ☐ NO

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# Army National Guard

*Americans At Their Best.*



# New director of KSC has much to accomplish

Special to the Avion  
by Patrick W. McCarthy

**KENNEDY SPACE CENTER**—Forrest McCartney says the number one challenge he'll face before the shuttle flies again will be maintaining an orderly, disciplined flow of work leading up to the launch.

Scheduling will be a challenge but safety is the driving factor in all operations. "If we can do it within the schedule we've laid out we'll be proud, if we can't do it... we'll change the schedule, not change the process," said McCartney. "Everyone understands the need for quality. The schedules are certainly there on paper, but there is no way anything is going to override doing things the safest, best way. Schedules are secondary," he explained. "Everyone's attitude is that people understand the need for quality and not schedules."

McCartney, appointed Director of the Kennedy Space Center last year, says the morale of workers at the NASA launch center has "turned the corner." Recent shuttle processing operations have given the workers a sense of accom-

plishment missing since the Challenger accident of January, 1986.

The "power-up" of orbiter Discovery last month, the first major milestone since orbiter processing was resumed, was a big morale booster, says McCartney. "It was something that was scheduled for a long time," said McCartney, "and it was very satisfying to accomplish."

KSC workers are rebuilding the sense of pride damaged by the Challenger accident. For the "power-up," workers donned brightly-colored shirts "to show their spirits were 'loud and proud,'" said McCartney.

While several milestones need to be met before shuttles resume flying, McCartney says the KSC engineering team is attacking the schedule with a renewed sense of purpose. "This is a professional workforce and they want to complete the job in an orderly process," said McCartney.

## MILESTONES/REVISIONS

Several engineering milestones need to be met before shuttles fly

again in June, 1988.

Testing of the new solid rocket booster (SRB) will need to answer several questions on their performance before they can be certified for flight.

Work on the new crew escape hatch is well underway. Development of an astronaut escape rocket system is being slowed by a shortage of test articles, both rocket

stays. The work is being done at the Johnson Space Center in Houston.

New processing and certification procedures are "a massive effort," explained McCartney. The re-certification of hardware is "about half through." McCartney projects the work will be complete by the end of the year. Changes in shuttle processing guidelines are aimed at "more specific interpretations" of

is in place to oversee how work is performed. The idea is to document more fully the work done on shuttle hardware. "There isn't resistance to the new procedures, the difficulty is in getting the procedures done, since they are more extensive" than before. "They are different, so people look at it as change," and there may always be some resistance to such changes, believes McCartney.

McCartney described the work currently going on at KSC to prepare for the next launch as "progressing quite satisfactorily."

Orbiter Discovery has completed its "return to flight" modifications and is now beginning its pre-launch processing.

The redesigned solid rocket boosters for the next flight are scheduled to be delivered to KSC by January, if their static firing test series continues without incident. Discovery will be stacked with its SRB's and external tank beginning in March.

Atlantis is in the Orbiter Processing Facility (OPF), just beginning its series of modifications. McCartney says the work is going

"smoother than expected" since technicians gained experience with the procedures during the work on Discovery. Atlantis is due to begin pre-launch processing in February, with a scheduled launch in September, 1988.

Columbia is in the new Orbiter Maintenance and Refurbishment Facility undergoing systems modifications. "Then Discovery begins stacking in the Vehicle Assembly Building, Columbia will move to the OPF for its turn at pre-launch processing. Columbia is set to take the third flight of the new shuttle manifest in December, 1988.

McCartney expects staffing levels at KSC to turn to pre-launch levels by the end of the year. Since January of this year, 1500 workers have been recalled or hired. Another 100-150 are to be hired by December.

Both new and current members of the KSC workforce are going through a training and certification process. Members of the firing room teams are performing countdown and launch simulations in rehearsal for the June, 1988 launch of Mission 26.

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# Eagles Triumph Over Monarchs 2-1

By Julie Garabon  
Avion Staff Reporter

The E-RAU Soccer Team won its first game against a NCAA team. The team brings their record to 1-0-1 in such contests. The Eagles enjoyed a 2-1 victory over the St. Leo Monarchs.

Early in the first half, St. Leo scored the first goal of the game. The Embury Riddle Eagles fought back by firing a goal within one minute of St. Leo's tally. With an exciting second half, E-RAU broke the tie with two seconds remaining on the clock. Both goals were scored by Marshall Ogil.

The best part of the game was on the van ride home as the team pulled into their E-RAU turf, opened van doors and windows, and blew their party horns to declare victory and optimism for the remainder of the season.



Avion photo by Ronan Smith

## Tough Defense...

E-RAU goalkeeper Leo Glynn puts in a corner kick. Strong Embury Riddle defense and fight to the

death determination made the Eagles winners in 92 degree heat against the St. Leo Monarchs.

## Football Scores and Schedule

North Field	
11:00am Sigma Pi	vs
12:00pm Delta Chi	vs
1:00pm Brothers I	vs
2:00pm Brothers II	vs
3:00pm Air Force I	vs
4:00pm Team Rho	vs
5:00pm Sigma Phi Delta	vs

Central Field	
11:00am Spukfus	vs
12:00pm Tailhookers	vs
1:00pm Rough Riders	vs
2:00pm Pine Lakers	vs
3:00pm The Hops	vs
5:00pm Third North	vs

South Field	
11:00am Daytona 69ers	vs
12:00pm Predators	vs
1:00pm The Dogs	vs
3:00pm Garcia's Bush Boys	vs
4:00pm Bootleggers	vs
5:00pm Q'ilis	vs

P.M.S.	
U.S.M.C.	
Army ROTC	
Vets Club	
Sigma Chi	
P.T. Pumpers	
Lambda Chi	

Grim Reapers	
Loopers	
Brew Crew	
Chris Haynes	
Pythons	
Force	

Wolfpack	
Fourth n' Long	
Black Hawks	
Divers II	
Quebecers	
Legion of Doom	

Sigma Pi	8
Delta Chi	14
Daytona 69ers	19
Predators	0
Rough Riders	12
Wolfpack	0
Fourth n' Long	W
Buch Boys	F
Brothers of the Wind I	18
P.M.S.	0
Brothers of the Wind II	6
U.S.M.C.	10
Lambda Chi Alpha	7
Army ROTC	0
Tailhookers	W
Dewigs	F
Pine Lakers	33
Loopers	0
Team Rho	47
Vets Club	0

The Hops	6
U. of Budweiser	14
Jerry's Kids	F
Chris Haynes	W
Sigma Chi	19
Sigma Phi Delta	7
The Dogs	39
Pythons	0
Bootleggers	0
Grim Reapers	48
Air Force I	W
Divers I	F
O'is	23
Divers II	0
Legion of Doom	0
Quebecers	33
Force	14
Brew Crew	7
Third North	0
P.T. Pumpers	20

## Brian's Football Pool

Brian 500%		
Atlanta	at	New Orleans ✓
Buffalo	at	Dallas ✓
Chicago	at	Detroit ✓
Green Bay	at	Tampa Bay ✓
Indianapolis	at	St. Louis ✓
L.A. Raiders	at	Houston ✓
Minnesota	at	Kansas City ✓
New England	at	Washington ✓
N.Y. Giants	at	Miami ✓
Cincinnati	at	L.A. Rams ✓
N.Y. Jets	at	Pittsburgh ✓
Philadelphia	at	San Francisco ✓
Seattle	at	San Diego ✓

**TIEBREAKER:** Predict the score of any one game above. List teams with score.

**NAME:**  
**ERAU BOX:**  
**PROGRAM:**

Rules of the contest: Circle the team that will win the game. Return the game card to the Avion or drop in Campus mail by the Friday before the games. The winner will be posted and will have his/her selections published in the following editions.  
Last week's winner: Curt Norcross. Curt is an Aeronautical Studies student who correctly chose 8 of 12 games last Sunday.

## Tennis-First Round

Bob Forbeck vs. James Bower	George Carr vs. James Axelrod
Sean Saylor vs. Ed J. Fulop	Marcos Carvalho vs. Ken Saunders
Robert San Gabriel vs. W. Drew Martin	Matt Godfrey vs. Dave McMillon
Garen Arlian vs. Guillermo Gutierrez	Glen Cunanan vs. Chris Rossi
Selwyn Shand vs. Craig Dembeck	Ray Raiche vs. Nick Kietzmann

South Field	
11:00am Daytona 69ers	vs
12:00pm Predators	vs
1:00pm The Dogs	vs
3:00pm Garcia's Bush Boys	vs
4:00pm Bootleggers	vs
5:00pm Q'ilis	vs

Wolfpack	
Fourth n' Long	
Black Hawks	
Divers II	
Quebecers	
Legion of Doom	

Tailhookers	W
Dewigs	F
Pine Lakers	33
Loopers	0
Team Rho	47
Vets Club	0

Legion of Doom	0
Quebecers	33
Force	14
Brew Crew	7
Third North	0
P.T. Pumpers	20

Robert San Gabriel vs. W. Drew Martin	Matt Godfrey vs. Dave McMillon
Garen Arlian vs. Guillermo Gutierrez	Glen Cunanan vs. Chris Rossi
Selwyn Shand vs. Craig Dembeck	Ray Raiche vs. Nick Kietzmann

**Archery Team**  
If Interested,  
Contact  
Manny  
(Box 6832)

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Open 8 am - 10 pm  
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We Deliver 5-6 pm  
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In the K-Mart Plaza  
(Walking Distance From ERAU)

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WAX & TIRE TRIM  
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GOODYEAR  
ON DAYTON  
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EAST SIDE, OPEN  
SUNDAY 11-4 PM

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P185-BU13	34 95
P195-BU13	37 95
P205-BU13	40 95
P215-BU13	43 95
P225-BU13	46 95
P235-BU13	49 95

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 OR DAYTON  
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 40,000 MILE  
 WARRANTY**

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165-13R-12	29 95
175-13R-12	32 95
185-13R-12	35 95
195-13R-12	38 95
205-13R-12	41 95
215-13R-12	44 95
225-13R-12	47 95
235-13R-12	50 95

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 LIMITED WARRANTY  
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 MAJOR TIRE RADIALS**

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P165-BU13	23 95
P175-BU13	26 95
P185-BU13	29 95
P195-BU13	32 95
P205-BU13	35 95
P215-BU13	38 95
P225-BU13	41 95
P235-BU13	44 95

**35,000 MILE  
 LIMITED WARRANTY  
 MAJOR TIRE RADIALS  
 MAJOR TIRE RADIALS**

P155-BU13	20 95
P165-BU13	23 95
P175-BU13	26 95
P185-BU13	29 95
P195-BU13	32 95
P205-BU13	35 95
P215-BU13	38 95
P225-BU13	41 95
P235-BU13	44 95

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175-13R-12	38 95
185-13R-12	41 95
195-13R-12	44 95
205-13R-12	47 95
215-13R-12	50 95
225-13R-12	53 95
235-13R-12	56 95

**GOODYEAR  
 "CUSTOM  
 POLYSTEEL"  
 WHITE WALLS**

155-13R-12	35 95
165-13R-12	38 95
175-13R-12	41 95
185-13R-12	44 95
195-13R-12	47 95
205-13R-12	50 95
215-13R-12	53 95
225-13R-12	56 95
235-13R-12	59 95

**MICHELLEIN  
 STEEL WS**

155-13R-12	32 95
165-13R-12	35 95
175-13R-12	38 95
185-13R-12	41 95
195-13R-12	44 95
205-13R-12	47 95
215-13R-12	50 95
225-13R-12	53 95
235-13R-12	56 95

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 SUNDAY 11-4 PM**





# NOTICES

## COMMUNITY RELATIONS

Tutors are needed at Holly Hill Elementary School in all subjects-Grades kindergarten through six. If you can volunteer your time from 2:45 - 3:45 on Tuesdays and Thursdays please contact the ERAU Community Relations Office at extension 6360.

## FAA EXAMINATIONS

Embry-Riddle Aeronautical University will administer FAA Pilot and/or Instructor Written Examinations for the following:

1. (PA) PRIVATE PILOT-Airplane
2. (CA) COMMERCIAL PILOT-Airplane
3. (FIA) FLIGHT INSTRUCTOR-Airplane
4. (FOI) FUNDAMENTALS OF INSTRUCTING-Fit & Ground Instructor
5. (BIO) FUNDAMENTALS OF INSTRUCTING-Basic
6. (ADP) AIRLINE TRANSPORT PILOT-Advanced
7. (ATP) AIRLINE TRANSPORT PILOT-Airplane (FAR part 121)
8. (ADIX) AIRCRAFT DISPATCHER
9. (ATA) AIRLINE TRANSPORT PILOT-ATP Airplane (FAR 135)
10. (IRA) INSTRUMENT RATING-Instrument Pilot Airplane
11. (FII) INSTRUMENT RATING-Flight Instructor-Airplane
12. (IGI) INSTRUMENT RATING-Ground Instructor-Instrument
13. (FEB) FLIGHT ENGINEER-Basic
14. (FEI) FLIGHT ENGINEER-Turboprop
15. (FEX) FLIGHT ENGINEER-Turboprop/Basic

September 26 Saturday, 0830 H-113, GRW Complex  
September 29 Tuesday, 0830 H-191, GRW Complex

Students intending to take an FAA Pilot Written Examination are required to sign up in Office D-200 or call extension 6800 prior to examination day.

At the time of the examination, each student must present a receipt for pilot exam fee, validated by the Cashier's Office; a Written authorization form signed by an appropriate Aeronautical Science department ground instructor, or the failed results of a previous FAA written examination, and present as personal identification an Airman Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given at 0830. Immediately thereafter, testing will commence and unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

## AIR TRAFFIC CONTROL REPS. VISIT

On Wednesday, Sept. 23, representatives from the Air Traffic Control Enroute Center, in Jacksonville, will be on campus to discuss the Cooperative Education Program that is offered.

They will speak to the "Introduction to Air Traffic Control" class, in the morning. At 12:30 p.m., they will speak to all interested students in the Faculty/Staff Lounge.

## DECEMBER GRADUATES

The first meeting for all December Graduates will be held in the U.C. at 8 p.m. on Wednesday Sept. 30, 1987. Important Graduation Information will be reviewed. Elections for Sr. Class President and Vice President will be held. Since there is no rehearsal for Graduation, it is very important you attend. If you are unable to attend please contact the Student Activities office.

FRIDAY, October 9, 1987 is the deadline for December 1987 graduation applications. Please be advised that NO DIPLOMA will be ordered if this application is not processed by the Registration and Records Office. Prospective graduates are required to make formal application for degree completion and complete Alumni forms.

## CO-OP WORKSHOPS

You must sign-up for all workshops in the career center.

7 SL-Paculty/Staff Lounge, second floor UC  
CPR-Common Purpose Room, first floor UC

RESUME WORKSHOP  
September 28 - Monday 3:30 - 3:30 P.M.

JOB SEARCH WORKSHOP  
September 29 - Friday 3:00 - 3:00 P.M.  
September 30 - Wednesday 3:00 - 4:00 P.M.  
October 6 - Tuesday 10:30 - 11:00 P.M.

INTERVIEWING WORKSHOP  
September 24 - Thursday 10:30 - 12:30 P.M.  
October 2 - Friday 4:00 - 4:00 P.M.

PROFESSIONALISM WORKSHOP  
September 23 - Wednesday 10:30 - 11:30 P.M.  
October 13 - Tuesday 3:30 - 4:30 P.M.

## GRADUATING SENIORS CEREMONY

In accordance with University policy as stated in the Graduation Requirements section of the Embry-Riddle Aeronautical University Catalog, effective immediately all students will be required to have successfully completed all of the required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses. A student's last flight course must be completed prior to the date and time of a senior grades are due in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the next graduation ceremony. Those students completing after the specified deadline will follow the schedule below for ceremony participation:

### COMPLETION TERM

Spring  
Summer  
Fall

### CEREMONY TERM

Summer  
Fall  
Spring

## ORTHOKEKATOLOGY SEMINAR

Dr. Leonard E. Indarian will speak in the U.C. on Oct. 8 at 8:30 on "Vision Improvement through Orthokeratology."

## STUDENT EMPLOYMENT

Because of the new Federal Immigration & Naturalization Services regulation, all student employees must provide proof of identity and employment eligibility in order to work. Student employees who work on campus must stop by the Student Employment Office in order to complete an I-9 form. Please bring your driver's license or student I.D. and your original social security card or birth certificate. Foreign students must bring their passport/visa. Duplicate social security cards may be obtained through the Social Security Office located at 115 N. Ridgewood Ave. Forms verifying re-application for the duplicate may be used until the new card is received. U.S. passports may also be used. Off campus employers will be completing I-9 forms for their businesses. Please contact the Student Employment Office with any questions.

## RAPE CRISIS VOLUNTEERS NEEDED

The Rape Crisis Center of Volusia County is offering a training program for volunteers who are interested in helping victims of sexual assault. The four week program will be held on Tuesday evenings from 7 p.m. to 10 p.m., beginning September 22. Volunteers are needed to provide telephone counseling on the R.A.T.E. HOTLINE and also to work directly with victims at the Rape Crisis Center. There is a special need for persons to help staff at the Center on weekends, both during the day and at night according to Kathy Wilkes, Executive Director of the Center. Previous experience or specialized skills are not necessary, but a warm, caring personality is vital. The training will include information about the crime of rape and the effort it has on the victim, listening and counseling skills, the medical examination, collection of evidence and judicial procedures in a sexual assault case.

Interested persons may register for training program by contacting The Rape Crisis Center at 254-4106.

## INTERNATIONAL DAY

This year's "International Day" will be held on Saturday, Oct. 24 at 1 p.m. in the U.C. To make this year's event as successful as last year's, and even better, we need your help.

We are looking for international students who would be willing to become part of our entertainment for the day. If you, or any of your friends from other schools or the community, can sing, dance, play a musical instrument or perform in any way, we would be very happy to hear from you.

Please call Doris in the Dean of Students Office, ext. 6326 or Mary in the Chancellor's Office, ext. 6620 and join in the fun and excitement.

This is a special day for all our international students. Show off your talent and your heritage. Get involved and have some fun!

Embry-Riddle Aeronautical University is an Equal Opportunity Institution. Cooperative Education Program that is offered.

They will speak to the "Introduction to Air Traffic Control" class, in the morning. At 12:30 p.m., they will speak to all interested students in the Faculty/Staff Lounge.

### COMPLETION TERM

Spring  
Summer  
Fall

### CEREMONY TERM

Summer  
Fall  
Spring

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Call or write for your free brochure or see the actual private pilot program in the bookstores.

### ABOUT THE EMBRY-RIDDLE GRADUATE AND COMMERCIAL AIRLINE PILOT WHO WROTE THE PROGRAM.

A 1976 graduate of Embry-Riddle, Captain Louis G. Nemeth started flying commercial airlines soon after graduating. Now, with over 10,000 hours logged in the air, Captain Nemeth has conducted flight training on every level. He developed the first ever FAA approved video tape training course for Flight International, Inc., and has conducted hundreds of weekend ground schools. Captain Nemeth has flown all aircraft types from singles to Boeing 727's. He was co-captain on 13 world aviation speed records in Learjets, and has supervised over 50 pilots in six locations throughout the U.S. and Europe.

"It gave me a real feeling of confidence."

Bob Baine  
Charlotte, NC

With his partner, Captain Marshall Rogers, the two have trained thousands of student pilots and have combined flight time in excess of 18,500 hours.

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	Class Dates	Written	Cost
Oct.	24 & 25	26	\$150
Nov.	14 & 15	16	\$150
Dec.	5 & 6	7	\$150

## Aircraft Rental Rates (Wet)

Cessna 152	(From)	\$32
Cessna 172	(From)	\$42
Cessna 172RG (Cutlass)	(IFR, Complex)	\$62
Cessna 177RG (Cardinal)	(IFR, Complex)	\$59
Piper Archer (IFR)		\$57
Warrior		\$54
Piper Seminole (Multi-Engine)		\$120
Piper Twin Comanche (Multi-engine)		\$80
Cessna 402A (Multi-Engine)		\$250
Navajo Chieftain (Multi-Engine)		\$275

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\$6. <sup>99</sup>	\$5. <sup>99</sup>
\$8. <sup>99</sup>	\$7. <sup>49</sup>
\$9. <sup>99</sup>	\$7. <sup>99</sup>
\$10. <sup>99</sup>	\$8. <sup>99</sup>
\$11. <sup>99</sup>	\$9. <sup>99</sup>

## BLANK TAPES

TDK SA 90 Min. - \$2.99 @ .2 Pack \$4.99  
TDK SAX 90 Min. - \$3.99 @  
TDK SA 60 Min. - \$1.99 @  
Maxell XL II 90 Min. - \$2.99 @ .2 Pack \$4.99  
Maxell XL IIS 90 Min. - \$3.99 @

## Bloom County

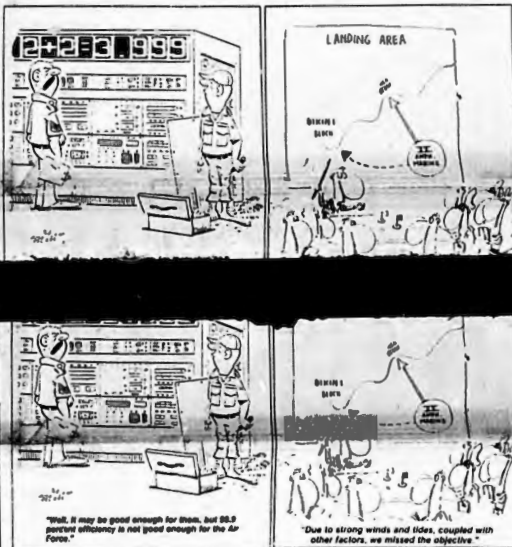
## Berke Breathed

## Shoe

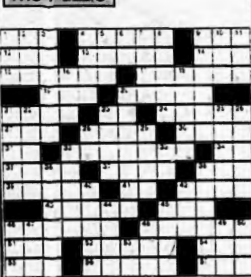
## Jeff MacNelly



## Military Mirth



## The Puzzle



COLLEGE PRESS (BIBL)

- ACROSS**
- 1 Macaroni
  - 2 Ernie
  - 3 Unit of James  
current
  - 4 Guido's right  
nose
  - 5 Dementi's quick
  - 6 Ocean
  - 7 Son
  - 8 Cuckoo
  - 9 Banana
  - 10 Luscious
  - 11 Experience
  - 12 Fruit of the pine
  - 13 Exclamation
  - 14 Wares
  - 15 Those nodding  
office
  - 16 Embroidered  
sweater
  - 17 Sicilian on-looker
  - 18 Adverse built
  - 19 Clothing
  - 20 Chastity city
  - 21 Vast sales
  - 22 Heavybody
  - 23 Vase
  - 24 Breasts
  - 25 Frontier's  
measure
  - 26 The invasion
  - 27 Choir voice
  - 28 Small amount
  - 29 Submerged
  - 30 Hardest
  - 31 Lumber groups  
abbr.
  - 32 Chemist's  
compound
  - 33 River-Bot
  - 34 Dismal taste
  - 35 Forays
  - 36 Pigeon
  - 37 Wooden pin
  - 38 Beverages
  - 39 Ecclesiastical  
express
  - 40 Source of water
  - 41 Hysteria
  - 42 Hypothetical  
words
  - 43 River in Illinois
  - 44 Vilest out
  - 45 Decade
  - 46 Beverage
  - 47 Green velvet
  - 48 Stagnant
  - 49 Meat
  - 50 Playhouse
  - 51 Quores
  - 52 Vegetable
  - 53 Sneak
  - 54 Rehearsal
  - 55 Mantis
  - 56 Above
  - 57 Astrotheology's  
weight
  - 58 Tremulous
  - 59 Tawdric dairy
  - 60 Indian robe
  - 61 Declares
  - 62 Scott
  - 63 River stand
  - 64 Green mountain  
peak
  - 65 Prinkles
  - 66 Famous Spot
  - 67 Baker's proud
  - 68 Conducted
  - 69 Paper for portrait
  - 70 Plastering
  - 71 Nerve of scale

## The Far Side



"Letter from Lonsa... And he sounds pretty lonely."



The committee to decide whether spawning should be taught in school.



"Well, it's cold again."



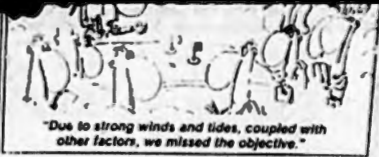
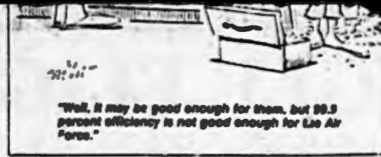
With their parents away, the young dragons would stay up late lighting their snazes.



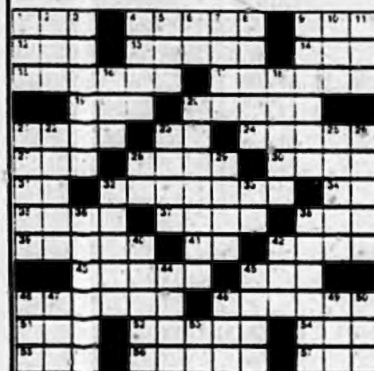
"OK, you've got me over a barrel... but how do I know these are all the negatives?"



Early microbiologists



## The Puzzle



COLLEGE PRESS SERVICE

### ACROSS

- 1 Macabre
- 4 Entire
- 9 Unit of business currency
- 12 Guido's high note
- 13 Downy quail
- 14 Copen
- 15 Soft
- 17 Castles or Bahama islands
- 19 Lubricate
- 20 Experience
- 21 Fruit of the pine
- 23 Exclamation
- 24 Word
- 27 Those roading office
- 28 Emolved
- 30 Sicilian volcano
- 31 Agave plant
- 32 Clothing
- 34 Chaldean city
- 35 Vest ages
- 37 Heavenly body
- 38 Vase

### DOWN

- 29 Breeds suddenly
- 41 Printer's measure
- 42 The sweetest
- 43 Choir voice
- 45 Small amount
- 46 Supposed
- 48 Newest
- 51 Union groups: abbr.
- 52 Chemical compound
- 54 River: Sp.
- 55 Decimal base
- 56 Farries
- 57 Pigeon
- 1 Wooden pin
- 2 Beverage
- 3 Economical glasses
- 4 Source of water
- 5 Masten
- 6 Hypothetical force
- 7 River in Siberia
- 8 Wipe out

See SOLUTION, page 13

## The Far Side



"Letter from Lonsa. ... And he sounds pretty lonely."



The committee to decide whether spawning should be taught in school.



"Well, it's cold again."



With their parents away, the young dragons would stay up late lighting their sneezes.



"OK, you've got me over a barrel ... but how do I know these are all the negatives?"



Early microbiologists

Gary Larson



**SEPTEMBER'S SPECIAL**  
Free Admission for ERAU Students  
18 and over

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#### TUESDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 imports all night

#### WEDNESDAY

LADIES' NIGHT Penrod's Beach Club and The Plantation Club - Ladies drink free and pay No Cover 9-12 \$1 imports and 2 for 1 drinks all night

NEW WAVE NIGHT Penrod's Beach Club - Daytona's Original Wave Night \$1 imports and 2 for 1 drinks all night

#### THURSDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 imports all night  
21 and over pay no cover or you can pay \$10 cover and drink free all night long

#### FRIDAY AND SATURDAY

2 for 1 clubs free drinks from 9-11 2 for 1 drinks 11-close Imported beer specials

#### SUNDAY

LADIE'S NIGHT ladies pay no cover and drink free 9-12 \$1 imports and 2 for 1 drinks

\*\*\*\*\*  
18 and over with proper ID

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C152 IFR (2)	\$33.00	Saratoga SP (Loaded)	\$90.00
C152 Aerobal	\$33.00	Seminole (Twins) (2)	\$110.00
C172 IFR (6)	\$44.00	Scaphane (Lake Buccaneer) (Dual)	\$149.00
C172 RG	\$55.00	Beech Baron (Twin)	\$115.00
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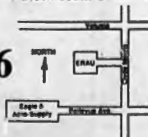
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**CESSNA 172RG II.** (1980) Full Cessna IFR, Dual Nav-Comm, G/S and LOC, ADF, TXP W/ Encoder, 3 lite M/B, Long Range Fuel, and MORE.  
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- (2) How much total flying time do you have?
- (3) How much multi-engine flying time do you have?
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If your answers are:  
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(2) 210 hours total time (You need at least 1000-1500)  
(3) 10 hours turbine time (You need 300-500 hours)  
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## autos for sale

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79 CORVETTE-T-Top, code alum, rear decker, granite memo with square, blacktopped engine, plus more, must see to appreciate. 761-1054 Call.

71 CHEVY CORVETTE—2 door, like new, 6 cylinder and no rust, 2nd owner with only 62,000 original miles, asking \$2500, call 761-4322.

71 PONTIAC BONNET—Excellent condition, has no rust with beige leather interior, great gas mileage, fast and peppy car, high mileage, asking \$1700 call 761-4322.

79 RABBIT DIESEL—Two many new parts in this body, mechanical, both excellent. \$1900 a.k.a. contact Eric 761-7141.

73 VW RABBIT LS—Very clean, new condition, no rust, 45 mpg, good suspension. \$2000 a.k.a. call Sam 756-3471 after 5 p.m.

FOR SALE—RV conversion, complete with shower, toilet, air conditioning, both 12v and 110v lighting, gas or electric refrigerator, DC power converter. Two single beds, electric, cook, dinner eating table. Regular gasoline, 478 V-6 engine. 1964 capacitor coach GMC haul. Great for the student who likes travel and independence, with two drivers, you need only stop for gas. Live where you want \$3500 must see. Box 1114.

## bicycles for sale

25 MAXIM X-300 condition, less than 1300 miles, this limited edition motorcycle has \$2500. I'll sell for \$1500, with this bike you will get a lot more info and cover. call Jeff 252-2702.

70 CX 500—Black shell drive, V-twin, new tires, excellent condition, runs and looks good, asking \$695 a.k.a. contact Guy 252-3328 after 4 p.m.

HONDA VP 700R INTERCEPTOR—Just used, very fast, new exterior rim, no fancy handle or side plate, must see \$1500 a.k.a. Sam 756-3729 250-6101.

KAWASAKI 450—Low miles, garage kept, original owner, includes vinyl cover, crash bar, tank, and bell over rear exhaust. All in excellent condition. 2000, call Roger at ext. 6781.

## rooms for rent

ROOM FOR RENT—Furnished, only 1/2 mile from EBAU comes from DCCC. Room includes: furnished room, air, heat, water, refrigerator, cable television, microwave, dishwasher, etc. no lease is required only \$210/month. Call 252-2513 or come to 1140 Cardova Ave.

FEMALE STUDENTS—Need a place to live? EBAU comes from DCCC. Room includes: furnished room, air, heat, water, refrigerator, cable television, microwave, dishwasher, etc. no lease is required only \$210/month. Call 252-2513 or come to 1140 Cardova Ave.

ROOMMATE WANTED—2 bed/2 bath furnished apt 12 utilities, 1/2 rent (\$250), water is paid, G. out apt, good, honest, intelligent, responsible, must own, no smoking, calling Guy, 252-3328 after 4 p.m.

## miscellaneous for sale

FOR SALE—Large oak desk \$30, RCA 19" black and white TV, good picture \$30 also call 252-1322 before 10 p.m.

## miscellaneous

LOST—Casio FX3600 calculator, lost on or about 9/4. Has little monetary value, but owner would appreciate any help in locating it. \$30 reward offered, no questions asked. Please contact Joe at box 1097 or 761-4211.

## personals

TO THE THREE FIDELITY, Thanks for reminding me to look out for number one. On the week of Rodney Dangerfield, you're not up looking like number one. "I can't win." "I can't win." "I can't win." USED AND ABUSED

RIO AND DOLL, Well, here in California now that school has started? Sorry? Yeah, I'll be out of town and do your homework! I can't wait to see Miami, see snow, and meet bananas. See you, "I can't win." FLY CASUAL

Could it be? You're it! It's another person. Be careful! This thought: Anything can happen in a valve or of infinite change. The Personality

### CLASSIFIED AD POLICY

- Non-commercial classified advertising is free to the student body, faculty, and staff of Embry-Riddle.
- All other non-commercial classified advertising is \$5.00 with a 30 word limit. Each additional word is 10 cents.
- Commercial advertising is available through the Avion advertising department.
- Classified advertising is carried out by filling out a classified ad card in the Avion office. Additionally, classified ad cards can be found on selected bulletin boards around campus.
- Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
- Ads will run for two issues, and may be renewed by filling out another classified ad card.
- No classified ads will be accepted over the phone.

FLIGHT INSTRUCTION—EBAU channel looking for students to fly at EBAU Flight Center. CFI/CFII call Dave at 252-6154 or call the EBAU to see around get your private pilot license faster and cheaper.

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# NEXRAD

(Continued from page 1)  
 vere weather occurrences. Reacting to a severe-weather warning is time-consuming and expensive, even though 76 percent of all severe-weather forecasts turn out to be false alarms.  
 Sixty-six percent of U.S. combat aircraft are located in areas which experience two or more severe storms per year. And considering that just one Airborne Warning and Control System aircraft is valued at \$1 billion, it's clear that commanders have no choice but to take action to protect those assets.  
 Said Wisman, "The cost of preparing for a tornado is much less than the damage it could inflict on something as valuable as an AWACS aircraft or a wing of jet fighters." The NEXRAD system will reduce the false alarm rate from 76 percent to 26 percent.  
 Current radars provide information only when operated manually. When the new radar becomes operational in three years, it will continually sweep an area 250 nautical miles across at six elevations up to 70,000 feet and automatically provide users with updated information every six minutes.

Information provided by NEXRAD is expected to be shared by many agencies. For example, one radar will be located in Sterling, VA, just outside Washington, D.C. It will provide data to Andrews Air Force Base, Md., and the three major civilian airports and other Navy, Federal Aviation Administration and National Weather Service facilities in the Washington area. Weather forecasters for each of those installations will have their own remote display to retrieve and analyze information provided by this single NEXRAD system.

The Air Force plans to buy 40 operational radars and 10 remote terminals, which will provide weather radar protection at 120 sites. The Navy plans to buy 52 remote terminals.  
 The first Air Force radar system will be installed at Frederick, Okla., in April 1990. It will serve Alton Air Force Base and Fort Sill in southwest Oklahoma and Sheppard Air Force Base in northern Texas.  
 Doppler radars have shown they can detect microbursts (wind shear) take that which killed 133 people in the 1983 delta Air Lines L-1011 crash in Dallas.  
 "While microburst detection has not driven DoD involvement in the NEXRAD program, we have high expectations that NEXRAD will provide low-level wind information that will increase aircraft safety on takeoffs and landings," said Wisman.



Avion photo by Richard Clarke

Deep in thought...Students study in the sunny, but cool environment of Spruance Hall.

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